

REPORT OF MEETING

PROJECT NO(s): 301-0092

DATE OF MEETING: June 23, 2009

ROUTE NO.: Sound Beach Avenue & Tomac Avenue Railroad Bridges

TOWN(s) : Greenwich

LOCATION OF MEETING: Eastern Greenwich Civic Center
90 Harding Road Greenwich, CT

SUBJECT OF MEETING: Public Information Meeting (see attached handout)

IN ATTENDANCE:

- Jay Mather ~ ConnDOT (Office of Rails) 860-594-2678
- Lev Laber – ConnDOT (Office of Rails) 860-594-2880
- Jay Young – ConnDOT (Office of Rails) 860-594-2881
- David Willard – Metro-North Railroad (Capital Eng.) 203-337-3806
- Hong McConnell – Metro-North Railroad (Capital Eng.) 203-337-3601
- David Thompson -Town of Greenwich (Engineering) 203-622-7860
- Arthur DiCesare – A.DiCesare Associates, P.C. (ADA) 203-696-0444
- RTM Representatives
- Member(s) of Old Greenwich Merchant Association
- Member(s) of Old Greenwich Association
- General Public

TRANSACTIONS AND DETERMINATIONS:

Prior to the start of the "formal" Public Information Meeting, an "informal" session was held between 6:30pm and 7:00pm.

The "formal" meeting began with an introduction given by the Mr. Dave Thompson (Town of Greenwich) regarding the project. Dave Thompson presented an overview and pointed out that prior to this meeting, two (2) meetings were held with Town representatives to discuss the Scope of the Project.

Jay Young (ConnDOT) began his presentation by describing an anticipated construction start date of October 2011 for the Rehabilitation of Sound Beach Avenue and Tomac Avenue Bridges. Due to staged construction, namely one track at a time, the anticipated duration of construction is four (4) years. There would be no winter shutdown periods during this time frame. Jay Young pointed that the Construction Cost estimate is between \$20M and \$30M.

Jay Young pointed out that the purpose of the rehabilitation is to address the "Poor to Fair" condition of the bridges, as well as to eliminate the median roadway pier supporting Sound Beach Avenue Railroad Bridge.

Regarding construction staging area, Jay Young indicated that the Department would work closely with the Town of Greenwich to explore the area in and around (existing parking lots) of the Old Greenwich Train Station. The Town-owned Arcadia Lot, abutting the golf club in the southeast quadrant would be the most likely location. This site would be used for both Sound Beach & Tomac Avenue Bridges.

❖ Sound Beach Avenue Bridge

Art DiCesare (ADA) utilized material from the Structure Layout for Design (SLD) Reports, which is contained in the handout, to discuss the rehabilitation of Sound Beach Avenue and Tomac Avenue Bridges.

A review of the SLD for Sound Beach Avenue shows that a single span "through girder" superstructure is preferred. Due to track clearance requirements, the location of the existing station platforms, track alignment, and overhead catenary, the elevation of the track would remain unchanged. Additionally, the elevation of the roadway would not change thereby maintaining the Existing Posted Vertical Clearance of 12'-10" (measured 13'-1").

A significant benefit to the single span solution is elimination of the median roadway pier. The single span solution would create two (2) 11'-0" southbound lanes (one of the two southbound lanes would be a dedicated left-hand turning lane), one (1) 11'-0" northbound lane, a 2'-0" shoulder along the southbound curb line, a 5'-0" combined bike path/shoulder on the northbound curb line, and 6'-0" sidewalks on either side of roadway, for an overall width of 52'-0".

The principal stages of construction progressing from the south to the north, is as follows:

- Stage 1: Track No. 4, high-level platform, southeast & southwest stairwells
- Stage 2: Track No. 2
- Stage 3: Track No. 1
- Stage 4: Track No. 3, high-level platform, northeast & northwest stairwells

Art DiCesare pointed out that although the duration of construction is defined as four (4) years (i.e. one (1) year per track), disruption to vehicle and pedestrian traffic along Sound Beach Avenue would not coincide with this timeframe. It is anticipated that work required at track level such as removal of existing track structure, installation of temporary support system (soldier pile and lagging), installation of bridge deck, new track structure, and ballast would be performed at track level without impact to the roadway. Furthermore, alternating one-way traffic along Sound Beach Avenue would be used during periods of demolition of the existing bridge, installation of temporary trestles, removal of median pier and modification of existing abutments.

It is expected that complete roadway closure would be required for major events such as erection of new superstructure. Notice will be provided to the Town of Greenwich, Office of Public Works in advance to plan for maintenance of vital services such as Police and Fire protection.

Comments provided during the presentation include:

- Consideration to placing the combined bike path/shoulder along the southbound curb line in lieu of the northbound curb line.
- Lighting of the new stairwells and other station platform amenities should be considered.
- Roadway closure should consider "local" events in the Old Greenwich Business District, as well as heightened vehicle traffic during the summer months.
- It was suggested by a resident to increase the roadway width under both bridges, however discussion ensued regarding impacts on vertical clearance, adverse impacts to Sound Beach Avenue businesses and store fronts. At Tomac Avenue, there is no plan by the Town to increase the local road width so there was no need to modify the bridge.
- Increased noise from construction was mentioned and discussed with the response that a balance must be struck between activities carried out during the day that impact traffic and moving those activities to nightwork, that will impact noise levels at night.
- Trucks heading from I-95 to the Old Greenwich business district would be given advanced notice via variable message signs on I-95 directing them to use the appropriate off-ramp to avoid construction and follow routes with sufficient vertical clearance.

❖ Tomac Avenue Bridge

A review of the SLD for Tomac Avenue shows that a single span "through girder" would replace the existing single span open deck through girder bridge. Due to track clearance requirements, track alignment, and overhead catenary, the elevation of the track would remain unchanged. Additionally, the elevation of the roadway would not change thereby maintaining the Existing Posted Vertical Clearance of 10'-5" (measured 10'-8"). The roadway beneath the bridge would comprise one (1) 11'-0" southbound lane and one (1) 11'-0" northbound roadway lane, each flanked by 2'-0" shoulders, and a 4'-0" sidewalk along the West Abutment to coincide with the Town's plan to construct a sidewalk along Tomac Avenue in the future, for an overall width of 30'-0".

Temporary roadway closures along Tomac Avenue would be used due to the limited existing roadway width, as well as the viable detour via Sound Beach Avenue. Coordination of each site would be critical in this regard.

Art DiCesare reviewed the roadway network in Old Greenwich. The following crossings of the Railroad rights-of-way were highlighted

- Posted Vertical Clearance at Sound Beach Avenue @ 12'-10"
- Posted Vertical Clearance at Tomac Avenue @ 10'-5"

- Posted Vertical Clearance at Arch Street @ 8'-1"
- Load Posting at Drinkwater Place @ 9 Tons.

As a result of the above, detouring of traffic is foreseen to include Riverside Avenue (to the west) and Selleck Street (to the east).



End of Report

Submitted by:


Arthur DiCesare

Date: July 9, 2009

Approved by:


J: 

Digitally signed by Jay Young

Date: 2009.07.09 13:35:53

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